



Z-09-12-001

**City of Greensboro Planning Department
Zoning Staff Report and Plan Amendment Evaluation**

Zoning Commission Hearing Date: December 14, 2009

GENERAL INFORMATION

APPLICANT

Henry Isaacson for Newman Machine Co., Inc. et al

HEARING TYPE

Rezoning

REQUEST

GO-M (General Office-Moderate Intensity), **LI** (Light Industrial) and **HI** (Heavy Industrial) to **CD-PDI** (Conditional District-Planned Unit Development-Infill)

CONDITIONS

1. All residential uses allowed in the PDI zoning district.
2. There shall be a maximum of 233 residential units.
3. Buildings, excluding breezeways, shall be constructed of at least 70% brick.
4. There shall be one central location for trash collection which shall be screened from view.
5. All outside lighting shall be directed away from any adjoining residential neighborhood, and all freestanding light poles shall be no taller than 20 feet.
6. The proposed project will be developed in substantial conformity with the preliminary site plan and building elevations submitted to the Planning Department and dated December 14, 2009.
7. Developer shall construct a 6 foot tall opaque fence wherever the proposed development abuts any single-family residentially zoned property. Where said fence passes through any tree conservation area, the developer will install the fence by hand and no motorized vehicles shall be permitted in the tree conservation area. At least 20% of the required shrubs shall be installed on the outside of the fence.
8. Portions of buildings which abut a single-family residentially zoned property shall be a maximum of 2 stories.

LOCATION

East of South Mendenhall Street, south of Spring Garden Street, east and west sides of Fulton Street and north of the railroad tracks belonging to the North Carolina Rail Road Company

PARCEL ID NUMBER (S)

Multiple

PUBLIC NOTIFICATION

The notification area for this public hearing was 600 feet (Chapter 30-9-1.2 of the City Ordinance requires notification of the owner of that parcel of land and the owners of all parcels of land adjoining and contiguous to that parcel of land as shown on the County tax listing). **254** notices were mailed to those property owners in the mailing area.

TRACT SIZE

~11.70 acres

TOPOGRAPHY

Undulating

VEGETATION

Institutional and residential landscaping

SITE DATA**Existing Use**

Industrial and warehousing

Adjacent Zoning**Adjacent Land Uses**

N	RS-5 (Residential-Single Family) and NB (Neighborhood Business)	Single-Family dwelling units and a few neighborhood commercial uses
E	LI (Light Industrial)	Freeman Mill Road
W	RS-5 (Residential-Single Family) and LI (Light Industrial)	Single-Family dwelling units and a warehouse
S	CD-PDI (Conditional District-Planned Unit Development-Infill and HI (Heavy Industrial)	Railway tracks and Fulton Street Apartments

Zoning History

Case #	Date	Request Summary
2541	12/09/1996	801 Spring Garden Street was rezoned from RS-5 to GO-M
	07/01/1992	The remainder of the subject site has been zoned HI and LI since July 1, 1992. Prior to the implementation of the UDO, it was zoned Industrial L.
		Prior to the implementation of the Unified Development Ordinance (UDO), the whole site was zoned IND L.

ZONING DISTRICT STANDARDS**District Summary ***

Zoning District Designation:	Existing (GO-M)	Existing (LI)
Max. Density:	12 dwelling units/acre	N/A
Typical Uses	Primarily intended to accommodate moderate intensity office and institutional uses, moderate density residential uses at a density of 12.0 units per acre or less, and supporting service and retail uses.	Primarily intended to accommodate limited manufacturing, wholesaling, warehousing, research and development, and related commercial/service activities, which in their normal operations have little or no adverse effect upon adjoining properties.

Zoning District Designation:	Existing (HI)	Requested (CD-PDI)
Max. Density:	N/A	N/A
Typical Uses	Primarily intended to accommodate a wide range of assembling, fabricating, and manufacturing activities. The district is established for the purpose of providing appropriate locations and development regulations for uses, which may have significant environmental impacts or require special measures to ensure compatibility with adjoining properties	Primarily intended to accommodate residential, commercial, office, and neighborhood business uses developed on small tracts of land as infill development within currently built up areas in accordance with a unified development plan

**These regulations may not reflect the actual requirements for all situations; see the City of Greensboro Zoning Code for actual regulations for site requirements for this zoning district.*

SPECIAL INFORMATION**Overlay District Ordinance/Historic Preservation**

CBD Overlay Zone (Downtown Billboard Overlay)

The subject site abuts the College Hill Historic District to the north, west and northeast.

Environmental/Soils

Water Supply Watershed	Site drains to South Buffalo Creek
Floodplains	N/A
Streams	N/A
Other:	Site must meet Phase 2 requirements. If the disturbed area is greater than 1 acre the water quality treatment for all the proposed built upon area and the existing built upon area to the maximum extent practicable. In addition, the site must meet quantity control requirements.

Utilities

Potable Water

Waste Water

Airport Noise Cone

The subject property is not located in the Airport Noise Cone.

Landscaping Requirements

Location	Required Planting Yard Type and Rate
North	Street Yard - minimum width 8'; 2 canopy tree per 100', 17 shrubs per 100' (Spring Garden St., Houston St. and Fulton St.)
South	NA – Exempt Railroad R-O-W
East	Type C Yard – avg. width 20'; 2 canopy trees per 100'; 3 understory trees per 100'; 17 shrubs per 100' and Street Yard - minimum width 8'; 2 canopy tree per 100', 17 shrubs per 100' (Fulton St.)
West	Type C Yard – avg. width 20'; 2 canopy trees per 100'; 3 understory trees per 100'; 17 shrubs per 100' and Street Yard - minimum width 8'; 2 canopy tree per 100', 17 shrubs per 100' (S. Mendenhal St.)

Tree Preservation Requirements

Acreage	Requirements
11.70 ac.	All trees 4" or greater DBH which are located within the required planting yards or within 25' of the side and rear property line, whichever is greater.

Transportation

Street Classification	Spring Garden Street – Minor Thoroughfare, Fulton Street – Collector Street, Mendenhall Street – Local Street.
Site Access	All access(s) must be designed and constructed to the City of Greensboro standards.
Traffic Counts	Spring Garden Street ADT = 6,900.
Trip Generation	24 Hour – 2,451, AM Peak Hour = 199, PM Peak Hour = 289.
Sidewalks	Sidewalks are a requirement of the Development Ordinance. 5' sidewalk with a 5' grass strip is required along both sides of thoroughfares. 5' sidewalk with a 3' grass strip is required along one side (at a minimum, collectors may require sidewalk on both sides) of all other street types. There is existing sidewalk along the frontage of this property. Any substandard and/or damaged sidewalk shall be replaced as a part of this development.
Transit in Vicinity	Yes, route 2, Four Seasons Town Center.
Traffic Impact Study (TIS)	Yes, required per TIS Ordinance. Please see the end of this staff report for the Executive Summary.
Street Connectivity	N/A.
Other	N/A.

IMPACT ANALYSIS

Land Use Compatibility

The proposed **CD-PDI** (Conditional District-Planned Unit Development-Infill) zoning would allow land uses that are compatible with the general character of the area.

Connections 2025 Comprehensive Plan Policies

The Generalized Future Land Use Map designates this location as **Mixed Use Commercial**. The requested **CD-PDI** (Conditional District-Planned Unit Development-Infill) zoning district is inconsistent with this GFLUM designation based on the proposed uses and an amendment has been requested.

Connections 2025 Written Policies

Reinvestment/Infill Goal: Promote sound investment in Greensboro's urban areas, including Center City, commercial and industrial areas, and neighborhoods.

POLICY 4C: Promote new patterns and intensities of use to increase economic competitiveness and enhance quality of life in urban areas.

Man-made Environment Goal: Preserve and enhance the character and visual quality of Greensboro's built environment, including historic resources, private developments, and public landscapes.

POLICY 5F.2: Improve design standards for new development to enhance community appearance and sense of place (visual impacts on adjacent neighborhoods).

Housing and Neighborhoods Goal: Meet the needs of present and future Greensboro citizens for a choice of decent, affordable housing in stable, livable neighborhoods that offer security, quality of life, and the necessary array of services and facilities.

POLICY 6A.2: Promote mixed-income neighborhoods.

POLICY 6A.4: Implement measures to protect neighborhoods from potential negative impacts of development, redevelopment, and/or public projects that are inconsistent with the neighborhood's livability, architectural or historical character, and reinvestment potential.

POLICY 7C.3: Identify brownfield sites and underutilized/abandoned properties and buildings and expedite opportunities for development.

Connections 2025 Map Policies

Existing GFLUM Designations

Mixed Use Commercial: This designation is intended to promote a mix of uses, of which various commercial uses remain predominant, but where residential, service, and other uses are complementary. Where applied to older highway corridors characterized by "strip" commercial uses, the intent is to encourage infill and redevelopment for a more diverse and attractive mix of uses over time. Examples include residential units over commercial uses or a wider array of economically viable uses to replace obsolete uses. Such areas also may represent opportunities for the introduction of substantial higher density and/or mixed-income housing, with negligible impacts on, or resistance from, nearby single-family neighborhoods. Ensuring that buildings are of the appropriate scale and intensity is critical, as is ensuring that sites are designed in a coordinated, as opposed to a lot-by-lot, manner. New "strip" commercial development is discouraged.

Proposed GFLUM Designation

Mixed Use Residential: This designation applies to neighborhoods or districts where the predominant use is residential and where substantial, compatible local-serving nonresidential uses may be introduced. Such use mixes are typically found in older, in-town neighborhoods that accommodate "corner stores" and other local services, as well as in newly developed traditional neighborhood developments (TNDs). This district is also applied in areas suited to a diverse mix of housing types and densities. Ensuring that buildings are of the appropriate scale and intensity is critical.

Comprehensive Plan Amendment History

Case #	Date	Request Summary
N/A		

Applicant Stated Reasons for Request

The applicant proposes to demolish and rehabilitate the existing Newman Machine Co. property together with several other nearby tracts to construct a student oriented housing project to serve UNCG and Greensboro College. The project as requested is not compatible with the existing Mixed Use Commercial designation on the Generalized Future Land Use Map (GFLUM) and an amendment has been requested.

Explain in detail the conditions that you think may warrant a Plan Amendment – Per Applicant and Application**Per request application form:**

The Newman Machine Company property is old, abandoned and contaminated. The prospects for another industrial plant in the area are remote. There is a real need for quality student housing to serve UNCG and Greensboro College. The developer proposes to rehabilitate the existing properties and construct a quality apartment complex primarily for students.

COMPREHENSIVE POLICY PLAN ANALYSIS**Need for Proposed Change**

The applicant is requesting a change in the future land use designation for the proposed property in order to facilitate a mixture of residential uses on current industrial properties that are part of the larger College Hill neighborhood. College Hill is a primarily residential neighborhood with a mix of single family homes and a few scattered multifamily developments along with neighborhood and university oriented commercial areas along Tate Street and Spring Garden Street and a public park. This is reflective of the current Mixed Use Residential future land use designation that covers the majority of the neighborhood. The neighborhood is also in immediate proximity to both the UNCG and Greensboro College campuses

The land use proposed by the applicant is focused primarily at addressing the recent trend of significant student growth at UNCG. This site's close proximity to UNCG allows the opportunity for significant bike, pedestrian and transit use, an important consideration for mixed use development. Orientation to the street (primarily Spring Garden Street), unified

architectural design and effective vehicle and pedestrian connections within the proposed project and to adjacent roadways are other important aspects of mixed development. Given the site's location immediately adjacent to an established primarily lower density residential neighborhood and a designated historic district, the relationship of the proposed uses to the surrounding area is important and measures should be taken to address potential negative impacts on the surrounding mixed use areas.

Given the current Mixed Use Residential designation for areas to the north and west of the proposed site, the proposed change in land use designation makes sense to encourage varying residential densities that promote unified design, access to varied transportation options and close proximity to services and recreational spaces. The proposed change in future land use designation may potentially have less impacts than uses that could be established with the current Mixed Use Commercial land use classification. It should also be noted that the College Hill neighborhood is currently updating its neighborhood plan and has identified the need for effective transitions in size, scale and density and accompanying good design to ensure compatibility with the larger neighborhood.

Effect of the proposed Change on the Need for City Services and Facilities (e.g. roadway level of service) – see Transportation comments.

Implications, if any, the Amendment may have for Other Parts of the Plan

Based on the current and proposed future land uses in this area, this change should have limited impact on the Generalized Future Land Use Map. The eventually updated College Hill Neighborhood Plan, will replace the existing designations for the College Hill neighborhood with more specific land use designations and it is anticipated that this proposed change will be incorporated in that Plan when adopted.

Unforeseen Circumstances or the Emergence of New Information (e.g. significant economic opportunity in Tier 2 or 3) – Significant student population growth at both the UNCG and NC A&T campuses, and the recent trend of increased off-campus, private housing targeted towards students, has emerged as an issue for additional evaluation. Close collaboration between the City, area colleges and universities, and the neighborhoods in immediate proximity to these institutions is important to successfully manage future development that both addresses these needs while limiting potential negative impacts.

PLANNING BOARD COMMENTS

The Greensboro Planning Board met on November 18, 2009 and made the following comments regarding this request:

- The change in future land use designation makes sense given the surrounding land use designations (primarily Mixed Use Residential)
- Planning Board members stressed the need to work with the nearby college and university to coordinate efforts to house existing and future students
- Planning Board members also suggested evaluation is needed on existing and future student populations at area universities to ensure the development of appropriate levels of student oriented housing.

CONFORMITY WITH OTHER PLANS**City Plans – N/A****Other Plans - N/A****Staff/Agency Comments****Housing and Community Development**

Housing and Community Development have three areas for consideration with respect to the Newman Machine rezoning in College Hill.

1. The site is adjacent to the College Hill Historic District on three sides, so although the site is not bound by the Historic District Guidelines per se, a project of this size will have a dramatic impact on the neighborhood in terms of scale and design.

There have been successful infill projects in the neighborhood over the years. The chief Historic Preservation Planner for the City has submitted the attached suggestions on what design elements could be effective for compatible development styles in College Hill.

2. Neighborhood Plan. The College Hill Neighborhood Association was in the final stages of developing an updated neighborhood plan when the possibility of this rezoning emerged this summer. The plan is in a final draft form, but has not had a final review by the neighborhood as a whole. Steering committee members indicated that they perceived that the results of this rezoning might have very significant impacts on the community. The association chose to suspend their neighborhood planning effort until this case was processed.

However, there are some issues that became apparent during the process that may be helpful to consider in evaluating this case. (It should be noted in the plan's development there was the work of a 15 member steering committee, two public workshops and a survey to solicit input.) there are three issues offered for consideration.

- a. The Proportion of Owner Occupancy and Rental Units. College Hill Owner occupancy for the neighborhood is approximately at 26%, and has been declining. Throughout the public discussions on the plan, the public voiced concerns about means and methods of achieving a better balance and how to increase the number of homeowners in the neighborhood.
 - b. During the planning process UNCG published its student enrollment growth projections, it has also stated publicly its goal is also to house approximately 50% of its student in University owned housing. It is hoped this will reduce the potential for single family homes being rented to students and encourage more homeownership opportunities.
 - c. In general the issue of scale, in terms of building heights and compatibility to surrounding historic structures; and, scale, in terms of the number of automobiles that would be added to the neighborhoods already limited road and parking capacity, were serious concerns.
3. Product Type. – The Department of Housing and Community Development has worked with a number of neighborhoods in Greensboro which have a multi-family development product that is targeted to college students. The general layout of private bedrooms and bathrooms which are leased by the room and not by the unit. This has been a

welcome investment in several areas while other development efforts have had to work extensively to gain neighborhood acceptance.

Concern had been expressed at various times about the “shelf life” of this product type. It is ideal for college students, but concerns over who the next generation of consumers of this product have been raised. It was thought it would be several years before this situation would arise. However, this summer, many similar developments have reported problems with attracting tenants. It should be noted there is no market data available at this time to comprehensively address this issue city-wide.

Planning

The subject property currently contains several undeveloped parcels, industrial warehouses and the Newman Machine Shop. The subject site is adjacent to single-family dwellings to the north and west. The railway tracks belonging to the North Carolina Railway Company and Freeman Mill Road also define the southern and eastern boundaries respectively. On the other side of the railway tracks is another multi-family development.

The College Hill historic district abuts the subject site to the west, north and northeast and in close proximity to the subject site are the University of North Carolina at Greensboro (UNCG) and also the Greensboro College. Downtown Greensboro is also approximately one-half of a mile from the subject site.

The applicant proposes to rezone the 11.70-acre subject site to CD-PDI (Conditional District-Planned Unit Development- Infill) zoning designation to allow the redevelopment of the entire site for an infill, multi-family development which will consist of a maximum of 233 multi-family dwelling units.

The Planned Unit Development concept allows for different arrangements of buildings, parking areas and open spaces to provide a development functioning as a cohesive, unified project. This request comes with conditions that seek to minimize some of the adverse impacts that this project might create.

Staff believes that this request is generally consistent with the intent and purpose of the Comprehensive Plan policies in that it will:

- Encourage the redevelopment of a potential brownfield site and an underutilized property,
- Encourage residential infill opportunities,
- Meet the needs of present and future Greensboro citizens for a choice of decent, affordable housing in stable, livable neighborhoods that offer security, quality of life, and the necessary array of services and facilities,
- Promote mixed-income neighborhoods,
- Promote the diversification of new housing stock to meet the needs of all citizens for suitable, affordable housing.

This request, if approved, can also provide accommodation at a convenient location which is within a “walkable” distance to students of UNCG and Greensboro College and to young professionals who might like to live close to the downtown area.

The positive aspects of this project are tempered with some concerns regarding compatibility with the surrounding neighborhood in terms of the scale, design, orientation, massing, and

pedestrian accessibility. As a gateway to a local historic district, College Hill, the site design and building designs are of the utmost importance and should be complementary to the surrounding historic fabric of the area.

While the Comprehensive Plan policies discuss the need to encourage residential infill opportunities to meet the needs of present and future Greensboro citizens for a choice of decent, affordable housing in stable, livable neighborhoods that offer security, quality of life, and the necessary array of services and facilities, it also speaks to the need to protect neighborhoods from potential negative impacts of incompatible land uses. Staff has taken into consideration that this rezoning would change and help alleviate a zoning pattern which has been deemed to be a point of contention in other past zoning cases throughout the City; that being the presence of a heavy industrial zone (our most intensive, highest impact zoning district) directly abutting our least intensive (single family).

To this end, staff has worked with the applicant on the request; resulting in the addition of conditions that mitigate some of negative impacts that this project might bring to the neighborhood. Staff has also provided the applicant with additional suggestions for relating the new construction to the historic College Hill neighborhood (see attached).

This rezoning request if approved will help promote a diverse mix of uses, housing types, and densities in the general neighborhood without impacting the overall mix of uses found in this vicinity and will also meet the needs of present and future Greensboro citizens for a choice of decent, affordable housing in stable, livable neighborhoods that offer security, quality of life, and the necessary array of services and facilities.

Staff believes that this request is consistent with the intent and purpose of the zoning code and will be consistent with the requested GFLUM (Generalized Future Land Use Map) designation.

STAFF RECOMMENDATION

Staff recommends **approval** of the requested **CD-PDI** (Conditional District-Planned Unit Development-Infill) zoning district.

The Province – Transportation Impact Analysis
Prepared for Edwards Companies
December 1, 2009

Executive Summary

Edwards Companies is currently planning to redevelop a former industrial site near the University of North Carolina – Greensboro (UNCG) into student housing. As currently planned, *The Province* development has a **western portion** of the property located on the south western quadrant of the intersection of Spring Garden Street and Fulton Street and **eastern portion** located off Houston Street in Greensboro, North Carolina. The developer initially proposed student housing with a total of 750 beds for which a traffic impact study was submitted in September 2009. Since then, the number of units has been reduced to 228 dwelling units (725 beds). The site plan shows the eastern portion of the property will have one access point off Houston Street and the western portion of the property will have five (5) access points: one access off South Mendenhall Street, one access off Lilly Avenue, one access off Spring Garden Street and two (2) accesses off Fulton Street. (See Figure 1- Site Plan).

John Davenport Engineering, Inc was retained to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to accommodate the impacts of both background traffic and new development traffic. The build-out analysis year for this project was assumed to be 2010. Eight (8) study intersections were analyzed during the AM and PM peaks.

The Greensboro Department of Transportation (GDOT) was contacted to obtain background information and to ascertain the elements to be covered in this Traffic Impact Analysis (TIA). Information regarding the property was provided by Edwards Companies.

This document was prepared in accordance with GDOT standards. NCDOT Congestion Management has slightly different evaluation criteria. We have attempted to make sure our analysis conforms to both, but when there was a difference, GDOT standards were applied. In the case of this project, NCDOT utilizes an older version of the ITE Trip Generation software (Version 5). We utilized ITE Trip Generation Version 6, which is the latest software available, based on the 8th edition of ITE Trip Generation Manual.

The Institute of Transportation Engineers (ITE) Trip generation software was used to develop the projected trips created by this development. It is expected that this development will generate a total of 2,451 vehicle trips per day with an AM peak of 199 and a PM peak of 284.

Table 5.2 represents the summary of the level of service analysis for all study scenarios.

Table 5.2 - Level of Service Summary				
AM Peak	2009 Existing	2010 Future No Build	2010 Build	2010 Build with Improvements
Mendenhall Street at Site Access 4			A (8.5) WB Approach	
Mendenhall Street at Lilly Avenue	A (2.4) SB Approach	A (2.4) SB Approach	A (8.6) WB Approach	
Mendenhall Street at Spring Garden Street	B (12.1)	B (12.1)	B (15.0)	
Spring Garden Street at Jackson Street / Site Access 1	A (0.0) SBR	A (0.0) SBR	B (11.8) SB Approach	B (11.8) SB Approach
Spring Garden Street at Fulton Street	B (13.2) SB Approach	B (13.4) SB Approach	B (14.2) SB Approach	
Fulton Street at Site Access 2			B (10.2) EB Approach	
Fulton Street at Houston Street/ Site Access 3	A (9.8) WB Approach	A (9.8) WB Approach	B (10.1) EB Approach	
Fulton Street at Lee Street	D (25.5) SB Approach	D (26.8) NB Approach	D (27.1) NB Approach	
PM Peak	2009 Existing	2010 Future No Build	2010 Build	2010 Build with Improvements
Mendenhall Street at Site Access 4			A (8.6) WB Approach	
Mendenhall Street at Lilly Avenue	A (1.1) SB Approach	A (1.1) SB Approach	A (8.6) WB Approach	
Mendenhall Street at Spring Garden Street	B (19.3)	B (19.4)	C (20.7)	
Spring Garden Street at Jackson Street / Site Access 1	B (10.3) SBR	B (10.4) SBR	C (15.0) NB Approach	C (14.9) NB Approach
Spring Garden Street at Fulton Street	C (20.4) SB Approach	C (21.4) SB Approach	D (27.6) NB Approach	
Fulton Street at Site Access 2			B (10.9) EB Approach	
Fulton Street at Houston Street/ Site Access 3	B (10.2) WB Approach	B (10.2) WB Approach	B (11.0) EB Approach	
Fulton Street at Lee Street	E (39.6) SB Approach	E (45.5) SB Approach	F (54.2) SB Approach	
LOS (delay in seconds)				
Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay				

Summary and Conclusion

This analysis has been conducted based on the scope given by the City of Greensboro. We have identified all areas of deficiency and made recommendations for improvements where necessary.

Our trip generation indicates that based on the current site plan the proposed Province is projected to generate a total of 2,451 trips per day. This is based on 725 beds (students). There were no trip reductions for students who use transit, walk or ride bicycles to school hence depicting the worst case scenario.

Overall, our LOS analysis does not indicate any serious traffic deficiencies within the study area. The intersection of Fulton Street at Lee Street is expected to have some delay problems related to left turn traffic turning onto Lee Street; however these projected delays are expected to be short-lived. Additionally as stated before, this project as planned would make up only approximately 1% of the total traffic at the intersection

Table 6.0 below summarizes the recommended improvements for 2010 future build scenarios. Improvements are shown in Figure 8.

In conclusion, should our recommendations be implemented, this project would not have a serious or detrimental effect on transportation capacity within the study area.

Table 6.0 - Recommended Improvement Summary	
Mendenhall Street at Site Access 4	We recommend that this intersection be designed to ensure adequate sight distance is provided and intersection design must conform to GDOT Driveway Manual.
Mendenhall Street at Lilly Avenue	No improvements are recommended
Mendenhall Street at Spring Garden Street	No improvements are recommended
Spring Garden Street at Jackson Street / Site Access 1	Construct westbound left turn lane with 100 feet of storage to serve as a refuge for left turning traffic into the site. We recommend this intersection be designed to conform to GDOT driveway standards.
Spring Garden Street at Fulton Street	No improvements are recommended
Fulton Street at Site Access 2	We recommend this intersection be designed to conform to GDOT driveway standards.
Fulton Street at Houston Street/ Site Access 3	We recommend this intersection be designed to conform to GDOT driveway standards. Construct "high visibility" crosswalk to maximize pedestrian safety.
Fulton Street at Lee Street	We recommend monitoring by GDOT to determine if signalization is warranted in the future.

Design Elements For Relating New Construction To Historic College Hill Neighborhood

By studying design characteristics of the historic neighborhood, by looking at successful infill construction projects, and by referring to the seven principles in the introduction to the New Construction section of the *Greensboro Historic District Program Manual and Design Guidelines* (www.greensboro-nc.gov/hdprogram) several things come to mind:

- Most successful infill projects in College Hill have in common a site plan that relates to and complements the surrounding historic neighborhood. The Wafco Condominiums are sited in a manner that creates a central courtyard that hides most of the parking yet there is a strong attraction with the surrounding neighborhood. Buildings are close to and oriented towards the street like nearby historic structures. Infill buildings that “turn their backs” to the neighborhood have the opposite effect.
- Maintaining the natural topography to the extent possible helps relate new construction to the historic neighborhood. The Wafco Condominiums are stepped along McGee Street to conform with the grade similar to historic residences nearby.
- Brick has been the most successful construction material for new construction projects in the historic districts. This is because most of the larger structures in the historic districts are brick: churches, college edifices, apartment buildings, etc., and the timeless quality of brick. The industrial buildings that are to be replaced are predominantly brick. Brickwork can be articulated in some fashion to help provide a human scale and relate new with old. The Wafco Condominiums, picked up on the corbelling of the mill building.
- Wood shingle siding and wood lap siding have also been used successfully. Details such as wide window and door casings have helped these buildings maintain the character of the historic neighborhood.
- Some of the city’s best Queen Anne style houses are found in College Hill. Usually these houses have a central rectangular mass topped by a hipped roof with projecting bays with gabled roofs. Houses with intersecting gable roofs are common. Buildings with flat roofs with parapets and cornices are also found.
- Craftsman houses are found in abundance in College Hill. Wide roof overhangs, exposed rafters and triangular knee braces, dormers, stone or brick foundations, wood shingle siding are defining features.
- Front porches are found on most residential structures in College Hill.

Note

Some of the last early industrial buildings that once dominated the railroad corridor through town are found here. Preserving some vestige of this industrial history could enhance the project.

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